



Bureau of Indian Affairs



Washington State  
Department of Transportation



U.S. Department of Transportation  
Federal Highway  
Administration

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## PROJECT NEWSLETTER

### Interstate 5 – 116<sup>TH</sup> Street NE Interchange Improvements Project

#### June 2005

**Project Purpose and Need:** The 116th Street NE interchange improvement project would provide additional capacity for traffic exiting and entering I-5 at 116<sup>th</sup> Street, as well as local traffic crossing I-5. Twelve alternatives were initially considered during the Environmental Assessment phase, including leaving the interchange unchanged, referred to as the No Action alternative. The initial alternatives were screened to three that were presented to the public in June 2003: 1) Single Point Urban Interchange (SPUI), with dual left turn lanes to and from all ramps; 2) Expanded Diamond Interchange; and 3) Expanded Diamond Interchange with loop ramps to the northeast and to the northwest.

**Community Input:** Input from the local community was gathered at a well-attended (over 150 participants) public meeting on June 10, 2003, and through numerous letters and e-mails after the meeting. Participants expressed a clear preference for a design alternative that minimizes impacts to surrounding neighborhoods and that preserves the availability of transit at the interchange.

**Preferred Alternative:** Based on review of public input and technical information, Washington State Department of Transportation (WSDOT), Federal Highway Administration (FHWA), and Bureau of Indian Affairs (BIA) have selected the **Single Point Urban Interchange (SPUI)** as the preferred alternative, which will be referred to as the proposed action. These agencies plan to prepare a National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the Proposed Action and the No Build Action alternative, which will be available in late summer/early fall.

**Quil Ceda Boulevard Extension:** All the interchange improvement alternatives included an extension of Quil Ceda Boulevard from its current intersection with 116<sup>th</sup> Street NE to existing NE 34<sup>th</sup> Street. The extension, which will eliminate the interference between the 34<sup>th</sup> Avenue NE intersection and the interchange, is now being pursued as Phase 1 of the project, on a schedule that will result in construction prior to the rest of the interchange improvements.

#### **Next Steps:**

August/September 2005: An Environmental Assessment (EA) for 116<sup>th</sup> Street NE Interchange will be circulated for agency comment.

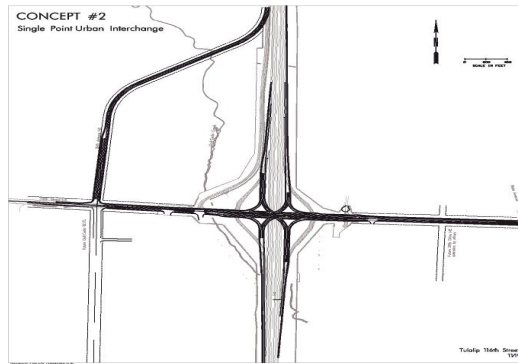
August/September 2005: Public Open House to gather public comments and answer questions.

Spring 2006: Begin Construction of Phase 1, Quil Ceda Boulevard Extension.

**Construction:** Construction of Phase 1 is scheduled to begin in Spring 2006. Construction of Phase 2, the interchange improvements, is dependent on the availability of funding. The Tulalip Tribes, who are funding current preliminary design efforts, are actively seeking federal and state funding for the construction. Should funding become available, construction could begin as early as 2007, with completion of the interchange improvements by the end of 2008.

**Questions:** The project website is <http://www.wsdot.wa.gov/regions/northwest/Snohomish/default.htm>  
Questions on the project should be sent to Methqal Abu-Najem, WSDOT Project Engineer: Mail Stop 137; Washington State Department of Transportation; PO Box 330310; Seattle, WA 98133-9710.

## Preferred Alternative – Single Point Urban Interchange



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Department of Transportation**

Methqal Abu-Najem, P.E.  
NW Regional Office  
15700 Dayton Avenue North  
P.O. Box 330310  
Mail Stop 137  
Seattle, WA 98133-9710



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